

# The Gaelic Migration

## From Sutherland Shire, Scotland, to Northland, New Zealand



No more thrilling, full-blooded romance of pioneering can be celebrated in recent history, than the Nova Scotian settlement of the Waipu and Whangarei Heads district of Northland, New Zealand. Unaided by any government or settlement company, and led by the minister they followed from Sutherlandshire, in Scotland first to St. Ann's, Nova Scotia, then to both Adelaide and Melbourne, Australia and finally on to Auckland, they came in their hundreds by the ships they built, manned, officered and provisioned themselves. Not lightly has their effort been described as one of the greatest migrations in British history. Today their descendants occupy honoured positions all over New Zealand and beyond, success not gained by influence or any other unworthy promotion, but by the exercise of those sterling, honourable characteristics of the Highland Scot which bring their own reward.

To get to the reason it is necessary to go back to the days of the Battle of Culloden in 1746, little more than a name in any history book these days. Farming the Highlands then was very much a feudal clan system of tenant farmers; the clans fought each other, but were as one family when trouble threatened from without. This all changed after Culloden. With the Scottish defeat began the subjugation of the Highlands with cruel severity and tighter restrictions, that did not cease until the objective of depopulating the highlands was reached. It became known as the **Highland Clearances** (Scottish Gaelic: *Fuadach nan Gàidheal*, the "expulsion of the Gael") and resulted in significant emigration of Highlanders to the sea coast, the Scottish Lowlands, and further afield to North America and Australasia. In the early 21st century, more descendants of Highlanders are to be found in these Diaspora destinations than in Scotland.

The central figure of this story is the Reverend Norman McLeod, a dissenting minister of the Church of Scotland, who appeared in Moses like fashion to rally his people and lead them forth out of Scotland's house of bondage, and towards their "promised land". After enduring nigh on seventy years of British oppression, Rev. McLeod led between 900 to 1000 of his parishioners from Ullapool across the sea to Nova Scotia in 1815. Establishing themselves over a period of about 35 years at St. Ann's, a series of circumstances then led this man to sail for the far side of the world in search of land with about 270 of his followers in two self-built ships. The 236-ton barque "*Margaret*" built by Neil and Roderick McGregor at St Ann's for the Reverend Norman McLeod, John Fraser and John McKay that set sail with 140 on board late in 1851. And the 179-ton Brig "*Highland Lass*" also built by the McGregors at Baddeck, Cape Breton for Duncan and Murdoch McKenzie that sailed about 5 months later in the spring of 1852, carrying 136.

Their goal was to find land in Australia, first in Adelaide, and when that failed on to Melbourne where again their mission stalled because of sky-rocketing land prices, brought about by the discovery of gold. They found themselves relegated to a canvas tent city filled with filth, violence and disease, separated from Melbourne, by the Yarra River in what is known today as St. Kilda. In these depressing conditions Rev. McLeod lost three sons to typhoid. At the point of admitting failure, his last-ditch correspondence with New Zealand's governor, Sir George Grey, and the encouragement offered in return converted his dying quest into glorious reality and the rest, as they say, is history.

Ship	Class	Tonnage	Captain	Passengers	Year
Margaret	Barque	235	Rev. N. McLeod?	140	1851
Highland Lass	Brig	179	M. Mckenzie	136	1852
Gazelle*	Schooner	175	M. McKenzie	(123)	1853
Gazelle*	Schooner	175	M. Mckenzie	(32)?	1854
Gertrude	Brig	120	G. Rose	196	1856
Spray	Brigantine	107	A. Duncan	96	1857
Breadalbane	Barque	221	J. James	160	1858
Ellen Lewis	Barque	336	Ross	235	1860

\*"Margaret" & "Highland Lass" were sold in Melbourne and "Gazelle" bought 12 months later that made 2 voyages to Auckland

## Subterfuge to Gain a Highland Wife

Before the "*Margaret*", named after the Rev. Norman McLeod's favourite daughter, was ready to sail in October 1851, a barque sailed into the harbour for an overhaul during the winter months. A handsome young officer, Hugh Anderson, came ashore and before long met and fell in love with Margaret (Peggy) McLeod (b.abt.1829), the belle of St Ann's. He was a resourceful young man and said that he would like to learn Gaelic, the language of St Ann's, and asked Mary if Margaret could teach him. Mary saw through this ruse, but thought that his ship would soon be leaving so graciously agreed. Mary was no doubt amused when she heard one of the first sentences that he learned by heart. It was; "*Thoir gaol do, mo callen boidheach laoghach.*" (Give me your love my handsome bonny lass).

When it was time for Hugh's ship to leave, he went missing and was believed drowned. Days later, after his ship had disappeared over the horizon, he turned up at the Manse and asked Norman McLeod if he could assist in the building of the ships for the migration. Norman agreed. Then when the "*Margaret*" was ready for sailing Hugh offered to join her as navigating officer and continued with them until they had settled at Waipu.

Soon after arriving in New Zealand aboard the *Gazelle* in early 1854, Mary and Norman and many of their followers settled in Waipu, delighted with the possibilities of their new land. It was here that Hugh boldly asked for Margaret's hand in marriage. Norman sternly replied,

"Thou art not of our people, and Peggy cannot understand you or go among strangers."

"Aye," replied Hugh, "that she can, for has she not taught me Gaelic, and has she not made a *Gaidleal* (Highlander) out of a *Gallda?*" (Lowlander).

At that strategic moment Mary and Margaret appeared on the scene, and when Norman saw the pleading look in his daughter's eyes he could not say no, but replied, "Well, silver and gold have I none, but in Peggy you have a treasure and with her you get my blessing and that of Heaven also."

Later, after the "*Spray*" arrived with some 100 passengers from Nova Scotia in June 1857 it appears that Hugh Anderson took over the captaincy from 'A. Duncan' for his name appears in the Shipping Intelligence column of Auckland's *The Daily Southern Cross* newspaper as commander of the "*Spray*" in October 1857 and again in January 1858. The initial 'T' used in the latter, appears to be a misprint or error for Hugh's second name Falconer.

### *The Daily Southern Cross.*

Tuesday, October 6 1857

**FOR NELSON DIRECT.**

To sail on Saturday next,



THE fine fast sailing schooner  
S P R A Y,  
130 tons, H. F. ANDERSON, commander.

Several passengers being already engaged, to prevent disappointment, intending passengers will require to secure their berths at once.

A few tons of freight disengaged.

BAIN, GRAHAME, & Co.,  
Agents.

October 5, 1857.

Friday, January 29, 1858

**Shipping Intelligence.**

**PORT OF AUCKLAND.**

ENTERED INWARDS.

January 26—*Spray*, brigantine, 106 tons, H. T. Anderson, from Ahuriri, with 300 sheep, 6 bundles sheepskins. Passengers—Messrs. W. Rick and <sup>rs</sup>Craig.—Bain, Grahame & Co., agents.

CLEARED OUTWARDS.

January 26—*Spray*, 106 tons, H. T. Anderson, for the Great Barrier, with 12 bags sugar, 2 tons flour, 30 packages sundries.—Bain, Grahame & Co., agents.

<http://paperspast.natlib.govt.nz/cgi-bin/>

Perhaps one of the happiest events of Mary's life in Waipu was the marriage of her daughter Margaret to Hugh Anderson, both of whom were very popular. The excitement grew, when a double wedding was announced, with Ina McKay and Hector McKenzie being the second couple. Margaret and Ina's mothers planned a real Highland wedding, beginning with the banns being proclaimed in church on three successive Sundays. Margaret and Ina were kept in strict seclusion until the Friday night before the wedding, when they received their girlfriends bearing presents in their home for the "*oidhche' nan cas*", (the night of the feet-washing). Once a serious religious ceremony, it became a night of fun when friends washed the bride's feet, and often played tricks on her by putting colouring into the water. To end the evening the two mothers made sure there were plenty of good things to eat at supper time.

On their wedding day Margaret and Ina, led by a piper, marched to the church with their wedding parties, while the bridegrooms did the same. After the ceremony, Margaret and Hugh, and Ina and Hector, walked arm-in-arm followed by the wedding parties to a sumptuous wedding feast in the McLeod's home. Everyone was happy, and the young men fired shots into the air while the girls flew ribbons to celebrate the event. The following Sunday was the day of '*beachdaichu*', or '*kirking*', in church and after the service the young couples again walked arm-in-arm to the brides' homes. This was supposed to be the last time they walked arm-in-arm in public. Hugh & Peggy settled in Auckland where he established a successful shipping business that appears to have included the ships bringing this migration to New Zealand. Together he and Peggy had one daughter and three sons..

<http://www.jarrell.ca/782.html>

Given the bonding these intrepid Scots enjoyed, from their close knit community and the hardships they had endured together, it is certain, that Peggy McLeod, Mary Bruce Nesbitt, and Dolina McGregor were the closest of friends. Peggy's marriage to a man most would have considered an 'outsider' also opened the door for the other two to later marry men from outside their community.

# Paper Clips—The Gaelic Migration to Waipu & Whangarei Heads

After 12-18 months in Melbourne Duncan and Murdoch McKenzie bought the 175 ton Aberdeen schooner "Gazelle" to make the journey, arriving in Auckland on 18 September 1853. In this first party were Ninety "Highland Lass" people and 33 from the "Margaret" The "Gazelle" returned to bring a further party from Melbourne including leader Rev. Norman McLeod.

The Daily Southern Cross.

TUESDAY, SEPTEMBER 20, 1853

## For Freight or Charter,



THE Fine Aberdeen Clipper built Schooner "GAZELLE," 175 tons register, MACKENZIE, Master, is open for Freight or Charter, to any of the Australian Colonies.

Apply to

BROWN & CAMPBELL.  
Agents.

## SHIPPING LIST.

### Entered Inwards.

Sept, 17—*Gazelle*, schooner, 175 tons, McKenzie, from Adelaide. Passengers—Duncan McKay, wife and child, Donald, Roderick, John, and Isabella McKay, Donald, Ann, and Margaret McLean, Kenneth Stuart, wife and child, Thos. McLean, Mary and Catherine Stewart, Donald McGregor wife and child, Kenneth McGregor, George McLeod, wife and child, Mary and Martha McGregor, Roderick McKay, wife and child, Duncan McRae, wife and child, Martha McRae, Donald McKenzie, and wife, Jessie and Mary McKenzie, John McLennon, wife and child, Donald McDonald, and wife, John Frazer, wife and child, Donald and Jessie Fraser John McGregor wife and child, Donald McGregor, Duncan McKenzie, and wife, 3 sons and daughter, Mrs. Murdoch McKenzie, 1 son and 4 daughters.—Brown & Campbell, agents.

FRIDAY, JANUARY 27, 1854

## PORT OF AUCKLAND.

### ENTERED INWARDS.

Jan. 24—Maori, 10 tons, Creighton, from the Thames.  
Jan. 25—Star, 17 tons, Merrick, from Waiheki.  
Jan. 25—Sisters, 29 tons, Wadham, from New Plymouth & Kawhia.  
Jan. 25—Endeavour, 14 tons, Martin, from Waiheki.  
Jan. 26—*Gazelle*, schooner, 175 tons, M. McKenzie, at Manakau, from Melbourne, in ballast. Passengers—Messrs. H. Ross, John London, James London, McGregor, John McKenzie, Mr. & Mrs. McLeod and daughter, Mr. & Mrs. Ross and 5 children, Kenneth Dingwall, Mr. & Mrs. Donald Campbell and two daughters, Robert Campbell, John Campbell, R. Mattinson, M. Sutherland, Angus McKay, William Durham, H. Watts, James Gilberd, Wm. Williams, John Rogers, William Barron.—Brown & Campbell, agents.

The Daily Southern Cross.

The remarkably fine schooner "*Gazelle*," Captain McKenzie, has again returned to Manukau, after an absence of only eight weeks, during which time she discharged her cargo at Melbourne, and made her upward and downward passages under very unfavourable circumstances. The *Gazelle* beat out of Manukau, the pilot leaving the vessel inside the harbour. During the passage to Melbourne, she encountered heavy weather, in the course of which she wrung off the head of her main-mast, so that she was compelled to carry a greatly reduced mainsail. The *Gazelle* sailed from Hobson's Bay on the 3rd, and took her departure from Port Phillip Heads on the 7th inst. She had to contend against adverse winds, all the way down, making the Manukau Heads late on Monday night. She was thus obliged to stand off and on until daylight, when she beat up the Channel in the teeth of a nor'-easter, coming to her anchorage, without the slightest difficulty, on Tuesday about noon; thereby affording another proof of the easy accessibility of the port, and giving a practical contradiction to the imaginary dangers with which it has been so long and injuriously invested.

In all, six ships made the migration to the far side of the world from Nova Scotia—the *Margaret*, (1851) and *Highland Lass*, (1852) were both sold in Australia, and the *Gazelle* then used for the last leg of their journey from Melbourne to Auckland. When news of Waipu reached those who had remained in Nova Scotia, others decided to migrate and four more ships were prepared for the journey. These were, *Gertrude* (1856), *Spray* (1857), *Breadalbane* (1858) and finally the *Ellen Lewis* (1860).

TUESDAY, DECEMBER 23, 1856

## Shipping Intelligence.

### PORT OF AUCKLAND.

#### ENTERED INWARDS.

December 17—*Gertrude*, brig, 120 tons, Dunning, from Sydney Nov. 25. Passengers—Messrs. Millsop and Moulter.—John Salmon & Co., agents.  
December 22—*Gertrude*, brig, 215 tons, George Rose, Commander, from Cape Breton, Nova Scotia, and Simon's Bay, Cape of Good Hope. Passengers—Cabin, (from Cape) Mr. Bull; from Nova Scotia, Mr. Munro (owner of the vessel) and family. Fore cabin, 183 (including three births on board) viz:—John Campbell and family, 7; Rory Campbell, do., 14; Angus Morrison, do., 4; Alexander Buchanan, do. 7; John McInnis, do., 12; Neil Campbell, do., 7; Robert McDonald, do., 5; Roderick McDonald, do., 10; Donald McMillan, do., 4; John Gillanders, do., 11; Neil McLeod, do., 5; Donald McLeod, do., 11; William McLeod, do., 14, John McGregor, do., 9; Donald Campbell, do., 11; Alex. McLeod, do., 5; Robert Haswell, do., 8; John McLellan, do., 5; Wm. McDonald, do., 10; John Morrison, do., 7; George McKay, do., 4; Mrs. McKenzie, do., 3.

The Daily Southern Cross.

LUCED NON VRO.

"If I have been extinguished, yet there rise  
A thousand beacons from the spark I bore"

<http://paperspast.natlib.govt.nz/cgi-bin/paperspast>

TUESDAY, DECEMBER 23, 1856

The **Gertrude**, brig, left Cape Breton on the 25th June; had a fine passage to the Cape of Good Hope, but, owing to a succession of light and variable winds, a very tedious one. She arrived at Simon's Bay on the 10th Sept., and remained there 31 or 32 days, recruiting. Sailed thence on the 11th October, and had a remarkably fine passage eastward, keeping in about lat. 39° and 40°. The winds generally were favorable till close to the entrance of Bass's Straits, when she experienced a succession of easterly and northeasterly gales, continuing for 10 days. She cleared Bass's Straits on the 30th ult., and has since had light, baffling winds. She made the Three Kings on Saturday night. As will be seen from the shipping list, the Gertrude has on board in all 190 passengers, including the owner and his family. There have been three births and two deaths on the voyage—the latter a Mrs. Buchanan, who died of dropsy on the 8th Nov., and an infant. There has been little or no sickness on board till within the last fortnight, when symptoms of scurvy appeared, from which a few of the passengers are now suffering. It is fortunate, with so large an arrival of passengers, that they do not come to our shores friendless, but to meet their relatives who arrived by the *Gazelle*, several of whom went on board to welcome them.

Capt. Rose, who, with the exception, it may be, of the crew, is the only Englishman on board, sighted, on Friday last, a large American whaling ship, steering apparently for the Three Kings.

The **Spray**, brigantine, with another load of passengers, would leave Cape Breton about November for this port.

FRIDAY, JUNE 26, 1857

Shipping Intelligence.

PORT OF AUCKLAND.

ENTERED INWARDS.

June 23 William, 18 tons, Edmonds, from Ngunguru, with 7000 feet sawn timber, 15,000 shingles.  
 June 23—Glance, 20 tons, Rattray, from Matakana, with 500 posts and rails, 4000 feet sawn timber, 200 fire slabs. 8 passengers.  
 June 25—Exert, 41 tons, McNeilage, from Mahurangi, with 50 tons firewood and 4 passengers.  
 June 25—**Spray**, brigantine, 107 tons, A. Duncan, from Cape Breton, via the Cape of Good Hope, in ballast. Passengers—(cabin)—Mrs J Duncan, Mrs. J. Matheson and two children, William McMillan and Donald McMillan. (steeage)—Hugh McKenzie, Mrs. McKenzie and three children, Alex. McKenzie, Mrs. McKenzie and three children, John McKenzie, James Stuart, Mrs. Stuart and eight children, Mrs. Christina Finlayson, Margaret, Alex., and Archibald Finlayson, Kenneth Campbell, Farquhar McLennan, John Utquhart, Mrs Isabella Mattheson, Christina Mattheson, Robert McNab, Mrs. McNab, Alexander Stuart, Mrs. Stuart and one child, Mrs. M. Mattheson, Margaret, Ann, Johanna, and Catherine Mattheson, Neil Campbell, Donald McKenzie, Arch. Stuart, Mrs. Stuart and five children, Mrs. Annabell McKenzie, Roderick McKenzie, Murdoch McKenzie, Christina McKenzie, Alexander Cameron, Mrs. Cameron and four children, Mrs. Jane McLeod, Hugh McLean, Margaret Mathieson, Alexander McKenzie, Mrs. McKenzie and three children, Mrs. Margaret McKenzie and four children, Alexander McKenzie, Mrs. McKenzie and four children, Ann Munro.—G. Duke. agent.

The **SPRAY**, brigantine, from Nova Scotia, the arrival of which at the Bay of Islands we noted a few days ago, came in at an early hour yesterday morning. She left Cape Breton on the 9th January—just in time to avoid being frozen in. The passage to the Cape of Good Hope was a tedious one, occupying 73 days. The vessel called at Cape Town for water and provisions, remaining there 10 days, and leaving on the 2nd of April. Her passage thence was also a tedious one, much easterly wind having been experienced. On the 56th day from the Cape, the schooner put into Twofold Bay, and remained there to take on board water and fresh provisions. She had a good run of eight days from the New South Wales to the New Zealand coast, and made the Bay on the eleventh. The prevalence of easterly winds detained her there eight days, she having not left till the evening of Tuesday last. The **Spray**, although a good large roomy vessel, would strike one as being scarcely adequate to the conveyance, for such a distance, of so many passengers—ninety-six in all, but the whole have arrived in good health. There were two births on board; no deaths nor sickness. No vessel was laid on to follow the *Spray*, but many persons are represented as being anxious to emigrate, should they receive encouragement. The *Spray* is a Nova Scotia built vessel, hailing from Halifax.

FRIDAY, MAY 25, 1858

Shipping Intelligence.

PORT OF AUCKLAND.

ENTERED INWARDS.

May 21—Missie, brig, 197 tons, J. B. Reynolds, from Melbourne. Passenger—Mr. C. H. J. Hill.—G. S. Graham, agent.  
 May 21—**Breadalbane**, barque, 221 tons, John James, from Nova Scotia. Passengers—J. W. Munro, Roderick Fraser wife and seven children; Murdoch McKenzie, wife and four children, John McDonald, wife and seven children, Alex. Anley, wife and child, Norman McDonald, wife and four children, Murdoch McLennan, wife and four children, Alex. McKenzie, wife and seven children, Mrs. McDonald and seven children, Wm. McKenzie and wife, Coan Stewart and wife, Roderick McLean, wife and six children, Donald McLean, wife and three children, Donald Morrison, wife and seven children, Donald McInnis, jun., wife and nine children, Donald McInnis, sen., wife and child, Roderick Fraser, wife and child, Archibald McInnis and family, Mrs. McInnis and four children, James Sutherland, wife and seven children, Alexander McLeod, wife and thirteen children, John McDonald wife and eleven children, Roderick McKenzie, wife and four children.—Bain, Grahame, and Co., agents.

On Friday last, the pretty and well modelled barque the **Breadalbane**, of 224 tons, Captain James, arrived here, from Cape Breton, Nova Scotia, bringing the valuable addition of 160 persons to our population, 122 of whom are adults. The *Breadalbane* left Cape Breton on the 28th December, and passed the line when 29 days out. Being short of water, she put into Simons Bay, Cape of Good Hope, on the 4th of March and remained until the 21st. Until making the coast of New Zealand; on the 11th inst., she had experienced uninterrupted fine weather. On the coast, little but boisterous weather and head winds. Great praise is due to Captain James for the good health of those committed to his charge. He has, during the whole passage, been untiring in his exertions to preserve cleanliness and promote free ventilation; and to this cause may be attributed the entire freedom from sickness, so unusual in so crowded a ship. About 200 miles from the coast, lat. 38°, Captain James reports having met with 25 sperm whales.

Auckland, May 24, 1858.

To Captain JOHN JAMES, of the barque **Breadalbane**.

Dear Sir,—We the undersigned passengers by your vessel, from Cape Breton to this Port, respectfully beg to tender our sincere regards to you for your generosity and benevolence so freely extended to us, in common with the rest of our fellow-passengers, during our tedious voyage.

While we hold your competency in the nautical department unexceptionable, and that to your vigilance, activity, and judgment in the discharge of duties connected with such a responsible calling, we owe much,—we mean more directly to advert to the more prominent traits of your character, under the clemency of which we have experienced much comfort and favour. The readiness and tenderness by which you administered medical aid to the sick afforded us much comfort and relief. Your humane and sympathising disposition and conduct was invariably a source of pleasure and happiness to us all, and especially to the affected and indisposed it was a boon of inestimable value. Your patience and forbearance, under provoking circumstances, was truly admirable. And above all we have congratulated with much pleasure, on your unabated zeal to promote the happiness of all placed under your care, endeavouring by precepts combined with the brightest examples to organize and maintain good order and harmony on board; and under the hand of Providence, we feel satisfied that by your virtuous exertions many evils liable to such a long voyage have been diverted, and that much good has resulted therefrom.

In conclusion we trust that you shall accept of this slender token of our respect and esteem, as the genuine result of true gratitude and not as the formal oration of a complimentary address, and that you shall be prosperous and fortunate in all your lawful pursuits, and have a speedy access to the embraces of your family and friends, are our ardent wisher.

Please tender our sincere regards to Mr. Lewis, your first officer, for his kindness and respectful conduct towards us all, with many wishes for his and your success, We beg to subscribe ourselves,

Your most grateful friends,

Roderick McLean	James Sutherland, J.P.
His	Roderick Fraser
Alex. McKenzie	Roderick Fraser
mark.	His
Roderick McKenzie	Donald McLean
Murdock MacLennon	mark.
John McInnis	Alexander McLeod
Archibald McInnis	His
	Colin McDonald
	mark.

And 45 others.

Auckland, May 24, 1858.

To the Passengers by the barque **Breadalbane**.

Gentlemen,—I have to acknowledge the receipt of your very kind and complimentary letter, and, in reply, can only say, that I have done no more than was my duty, and was only fulfilling the request of my owners to make you as comfortable and happy as possible.

Wishing you many years of health and prosperity in your newly adopted country,

I remain, yours very sincerely,

JOHN JAMES.

P.S.—I should like, also, at this time, to thank the Rev. D. Bruce, for his kindness and attention shewn us since our arrival in Port.

TUESDAY, MAY 15, 1860

Shipping Intelligence.

PORT OF AUCKLAND.

ENTERED INWARDS.

May 11—Ann, 20 tons, Trimmer, from Waiheki, with 35 tons firewood.  
 May 11—Mary 20 tons, Hervin, from the Hot Springs, with 40 tons firewood, 10 cwt. potatoes.  
 May 11—Ellen Lewis, barque, 336 tons, Ross, from Sydney, Cape Breton, and Cape of Good Hope. Passengers—Alexander, Allan, Donald, Angus, John, Francis, William, Joseph, Anne, Mary, and Catharine McIsaac; Flora McLeod; Allan Gillis; Angus McIsaac; Donald McLean, wife, and child; John, Mrs., Isabella, Murdoch, Neil, and infant McLean; Angus, Mrs., Murdoch, Catherine, and infant McLean; Catherine McLean; Murdoch and Isabella McLellen; J. McBeth, wife, and infant; Hugh, Mrs., Alexander, Neil, Anne, Margaret, and Mary Campbell; Donald Campbell and wife; Mary Campbell and child; Donald, Mrs., John, William, Donald, Christy, Margaret, and Mary McLeod; John, Mrs., Donald Alexander, Jesse, Anne, Flora, Dolina, Christy, and 3 children McLeod's; Angus and Mrs. McMillan, and 3 children; Archibald and Mrs. McMillan, and 2 children; Duncan, Mrs. Margaret, Isabella, Catherine, and infant Kempt; Alexander, Mrs., D. M., D. D., Angus, and Jessie, Kempt; Alexander, and Mrs. Kempt, junr.; Gregor, Mrs., Alexander, Mary, Jessie, Hannah, Catherine, and James Kempt; Kenneth McKenzie, wife, and 2 children; John and Mrs. Kempt; Donald, Mrs., Anne, Norman, John, Mary Catherine, and infant McAulay; John, Mrs., Catherine, Jessie, Mary, Margaret, Elizabeth, Alexandrina, and infant Frazer; Peter, Alexander, Hugh, and Elizabeth Frazer; Mrs. Kerr and 2 infants; Mrs., John, Hugh, Sarah, and Jessie Ferguson; Roderic and Mrs. McRae and 2 infants; James, Mrs., John, Jessie, Catherine, Mary, Jessie, Margaret, and Nora Frazer; Hugh Frazer and wife; William, Kenneth, William, Jessie, and Isabella McKenzie; Ewen, Mrs., John, Donald, Malcom, Marion A., Alexander, and Kenneth McGregor; Norman Matheson; Hugh, Mrs., Anne, Johanna, and Andrew McLeod; Murdoch McAuley; Neil, Mrs., Murdoch, Alexander, and infant McPhee; Murdoch McKenzie, wife, and infant; Kenneth, Mrs., Anne, Anabella, Jane, Johanna, Kenneth, Donald, and Murdoch Mattheson; Donald McMillan, wife, and 3 children; Mrs., Anne, and Barbara Munro; John Munro, wife, and 2 children; Hugh, Mrs., Jessie, John, and Donald McKenzie; Murdoch, Mrs., Jessie, Anne, Dolina, Johanna, Malcom, and Donald McLeod; John, Mrs., Jessie, Flora, Malcom, Donald, Norman, and infant McDonald; Alex. Campbell and wife; Lorengo Campbell; Anne McLeod; Murdoch McLeod; Joseph, Mrs., Jane, John, Colin, Alice, and Blanc Hemslly. — Bain, Grahame & Co., agents.

The **Ellen Lewis**, Captain Ross, arrived from Nova Scotia on Friday morning, 162 days out from her port of departure. Few casualties have occurred during the voyage, the only deaths having been those of young children, three in number. Four births occurred during the same time. A highly complimentary address to the medical officer in charge, Dr Elmsley, numerous signed by his old friends in Baddock, Cape Breton, previous to his departure, appears in the 'Cape Breton News,' of December 10. Want of space precludes its publication in the present issue.

